



## **Trans-Lake Washington Project**

Washington State  
Department of Transportation  
Sound Transit

## **Public Input For Weeks of December 8, 2000 to January 12, 2001**

**Date of Comment:** December 13, 2000

**Subjects:** Transit and bike/pedestrian lane

**Comment:** I am writing in the hopes that this message will reach someone who is responsible for decisions regarding fares on Sound Transit and Metro buses.

I am a regular bicycle commuter. I live in north Seattle and work in Kirkland. Thus my most effective route is via SR520, using the bike carriers on the buses (Kudos to both Metro and Sound Transit for being national leaders in this regard!). Bicycle commuting has always been flexible because I can catch any bus crossing the bridge - - embark at the last freeway stop on one side of the lake, and disembark at the first stop on the other side. Because of the number of bicyclists using the buses, I can't and don't count on a specific route. Fortunately, there are numerous routes that cross the bridge.

Now that Sound Transit is operating, the fare system has become more of an inconvenience, and is costing me more to commute. During peak hours, the difference between Metro (\$1.75) and Sound Transit (\$2.00) is a quarter. Not a significant difference, but it adds up. Furthermore, it's an extra hassle because I use Metro ticket books, and have to dig for quarters when I see a Sound Transit bus approaching ('m not the only one; ask any Sound Transit driver). Then during off-peak hours, the difference is a whole dollar... this really adds up! Imagine my chagrin the other night when I couldn't get on a Metro bus because the bike carrier was full, and the next bus to arrive was a Sound Transit bus. I paid twice as much for the same trip, just to cross the bridge. This is especially frustrating because in most cases, a Sound Transit route displaced the previous Metro route.

The other issue is the two-zone fare structure for crossing the bridge (this is an issue for both Sound Transit and Metro). Take a look at the zone map. To embark at one stop (Montlake) and disembark at the very next stop (Evergreen Point) costs \$2.00, but for \$1.25 I could travel from Bothell to Issaquah. This is arbitrary and frustrating.

I'm not asking for special treatment for bicyclists, I'm asking for a more reasonable fare structure in general. The fare and zone system does little to encourage bus commuting across the SR520 bridge, whether on foot or bicycle. Given that the SR520 corridor is one of the worst bottlenecks in the state, wouldn't it be wise to give commuters more of an incentive?

I don't expect a response other than to acknowledge receipt of this message. However, I would like to think that someone might consider action on issues like this someday soon, rather than just panning it off as "that's just the way it is." I encourage you to think outside of the box! Thank you for your consideration.

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**Date of Comment:** January 16, 2001

**Subjects:** Impacts

**Comment:** I recently attended a Medina City Council Public Hearing regarding a preservation ordinance particularly relating to the future of the Medina Store and City Hall. I was there as representative of the Bellevue Historical Society in support of the passage of this ordinance. We have long been interested in the Medina Store as a significant landmark, not only for the City of Medina, but for Bellevue and, indeed, all of the Eastside and King County. We have completed an oral history with the former owners, John and June Frost and feel it would be a terrible loss to have either of these structures disturbed in any way. In this day of rapid development, it is critical that we take time to step back and evaluate how important visible and tangible structures are to the cultural enrichment of any community. These sites have been a community gathering places and still contribute to the neighborhood's personality and heritage. I would urge you to carefully and thoughtfully consider any action that would adversely affect these historic gems. Their loss would be forever, and there is absolutely no way to restore their impact on the historical interpretation for the history of Medina. No picture of a building can ever have the educational impact on either children or adults as actually walking through the door. Thank you for your consideration of this matter.

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**Date of Comment:** January 16, 2001

**Subjects:** Alternatives, HOV lane, general purpose lane, HCT lane

**Comment:** How about a light rail line from U-district to Redmond? Run it along 520 and across the bridge, tie it up in to Seattle light rail project. In all seriousness, ask Bill Gates if he'll help pay for it. It would greatly improve the quality of life (commute) of his employees (the 80% which live in Seattle and work on the Eastside), and make him look like a star. His foundation could pay for it!

Failing that, add a lane across the bridge. HOV, HCT, regular use, whatever.

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